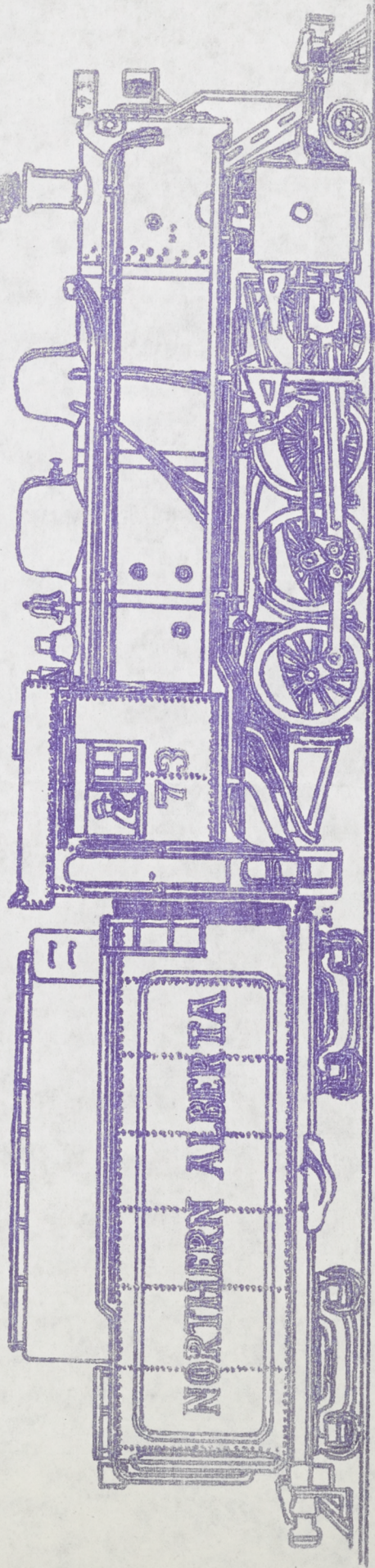
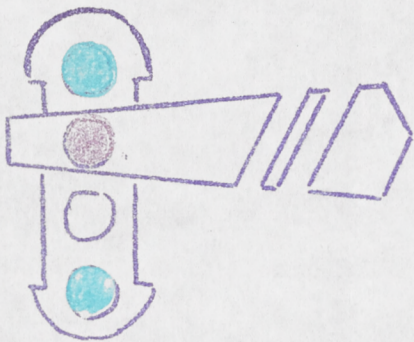


# ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASS'N





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The Journal Of the Rocky Mountain Branch of the Canadian  
Railroad Historical Association

VOLUME 4 NUMBER 4 \*\*\*\*\* APRIL 13th 1966

Train Orders for the next meeting: Copy 19Y

The April meeting of the CRHA - will be held as usual but  
with two very important changes and we would ask you to make a  
note of these now.

WEST END RECREATION DEPT  
WEDNESDAY - APRIL 13th - PLACE - { 10950 - 121 1/2 STREET  
TIME - 7:45 AM.

The date was changed to enable those who are unable to attend  
on a Tuesday to make it this time. We are extremely fortunate  
to be able to show a film entitled "Buster Keaton Rides Again"  
This is a new film and is an hour long and deals with the filming  
of the feature film, the "Railrodders". This is an excellent film  
and we hope that as many as possible will turn out. We also plan to  
show the slides "Trains In The Snow" which we didn't have time to  
show at last months meeting. Please bring any slides with you that  
you may have of Trains in the Snow. See you all there, don't forget.



## PRESIDENT OF C.P.R. MR. R.A. EMERSON, DIES.

MONTREAL-- Mr. R.A. Emerson, president of the CPR died Sunday, March 13th. 1966. Mr. Emerson, 54 has been president of the huge CPR organization since October, 1964.

Mr. Emerson, a native of Plum Colee, Manitoba, first joined the CPR on summer employment as a rodman at Kenora, Ontario in 1928.

He was a vice-president and director of the Canadian Pacific Railway Co. from 1958 until his appointment as president.

From 1931 to 1933 he was a locating engineer in the Ontario department of northern development and was a transit man on CPR in British Columbia and Saskatchewan from 1935 - 44.

He then became assistant district engineer, Vancouver 1944-46; district engineer Vancouver 1946-48; engineer of tracks, Montreal, 1948-50 and assistant chief engineer, Montreal, 1950-51.

He served as chief engineer Montreal from 1951 to 1955 and became vice-president of operations and maintenance in May 1955.

## MOVE MADE TO RECOVER BOXCARS BY TWO RAILWAYS - - -

WASHINGTON- The Interstate Commerce Commission issued unprecedented peacetime orders to relieve the boxcar shortage of two Western railroads.

The most important will force all other railroads to return immediately any boxcars which belong to the Northern Pacific and Great Northern.

Boxcars of one railroad come under the control of another Railroads compensate each other for use of the cars by paying daily rental, but some lines find the rental cheaper than the cost of building new cars.

The Northwestern roads, partly because of their location, usually lose more cars to the East than they can recover.

## SCATTERED LIKE TOYS - -

The Edmonton Journal of March 15th ran a photograph of a rock slide in the Fraser Canyon and showed cars and locomotives of a CNR freight train which were scattered like toys after the train struck the rock slide in the Fraser Canyon near Boston Bar, about 100 miles northeast of Vancouver. Ten of the trains 31 box cars were derailed and two crewmen were injured-- fortunately not seriously. A passenger train had passed through the area an hour earlier.

## TROLLEYS IN USE TO 1980 - -

Another article which is reprinted from the March 4th issue of the Edmonton Journal went on to report:

Edmonton residents will have trolley buses to ride until 1980, although the city has started a phasing-out program

Trolley buses were eliminated on Route 6 to South Edmonton in September and the trolley lines are now being taken down.



The ETS will replace the trolley coaches with diesel and gas line buses, and a rapid transit system, if present plans to 1980 are followed.

## 88 LEFT

The city has 88 trolley buses still in service including six of the first trolleys purchased in 1942. The latest of them were purchased from Canadian Car of Fort William in 1954, the year the company ceased making this particular type of coach.

"They're the most efficient bus we've had," said an ETS spokesman today. "But the drawback is that they are held to routes with electric trolley lines."

"Right now we're planning to use them until 1980 . . . as long as parts are available. We may end up fabricating some parts of our own."

The buses cost between \$24,000 and \$26,000 when new.

## START NEXT WEEK

The city electrical department begins to take down trolley lines on 100th Street between 102nd Avenue and Jasper Avenue next week. The work will continue down MacDougall Hill, across the Low Level Bridge, up Scona Hill to Whyte Avenue and west to 103rd Street.

Lines will also come down from 109th Street to 114th Street along 83rd Avenue to 112th Street and south to Whyte Avenue.

The work is done of low priority and will be done when crews are readily available.

The above article was reprinted from the March 4th issue of the Edmonton Journal. Since then, a considerable amount of overhead has been removed. ED.

## REGINA TRANSIT SYSTEM TROLLEY COACHES

A few of our CRHA members have noted the arrival in Edmonton of about a dozen RTC trolley coaches. ( This is only an estimate). Does anyone know what is happening to these buses?



# A RAILROAD PUZZLE

How many railroad names can you find here? The names of 53 important railroads in the U.S. & Canada are hidden in letters below, reading forward, backward, up, down or diagonally. (Sorry, the "y" in Western Maryland was skipped.) Also, the puzzle contains over 50 initials of other railroads, brotherhoods, railfan clubs, etc. What else can you find here? Have fun! The key to this puzzle will be given in next months issue of the A.R.J.

We must give due credit to our friend Mr. Art Knowles, Assistant Editor of the Railroad Magazine for not only giving us permission to reprint this puzzle but for setting it up originally. A very good job Arthur. Your Editor has just received a very nice letter from Mr. Knowles who also informs us that he is a member of the CRHA. By the way, look carefully -- you just might find our group in the puzzle.

N R E T S E W H T R O N X Y E L L A V H G I H E L L O N V  
A C I T T A & E D A C R A N N A R B O R E A C G O M L K R  
E K A L D A E H E S O D M & T S A F L E B N & O N I A P R  
R M O N O N R E T S E W & K L O F R O N L R E O G S R & H  
Y E L U A G & K E E R C O L A F F U B I E E I D I S T L &  
E J & E K O O T S O O R A & - R O G N A B H X & S O N E L  
B U R L I N G T O N R & L H S I R T U M O T G M L V E L P  
C I F I C A P N R E H T R O N S P N A & R U R R A R C L G  
G R E A T N O R T H E R N F E C I P E N X O U L N I S I E  
N X E I S B E D Y N R H S A P O V R A O O S B A D D I V N  
I J K N O E A W & N H R B R N N O X D T & I S N O A O H I  
D E V A U S G I H H A O E P & M I N E S H T A O I C N S L  
A R A V T T R S & A A B A M I M A X J O M L R I H I I A T  
E S W L H Y A H A R V C L T O L A X A B S A T T O F L N S  
R E L V S & N E D S I E L A R S O R C I X R S A & I L & A  
E V I S H N D S R F M A N A & C G W K D R T D N E C I E O  
A C M N O F T P I R B E M P X N Q C V A U N M N K A F L C  
D E G N R R R C A E D N A R G - O I R V O E & A A P R L C  
E N & E E E U T L X R C R H A R A T K I F C I I E N I I I  
R T J P M E N O L E I X E F A T N A S S G E R D P R E V T  
T R F N Y M K X T F D A O R L I A R N O I N U A A E U S N  
R A N M R A A S I E R R A D R A B B U H B I R N S T D I A  
B L A R T N E C K R O Y W E N B E R A K S A L A E S S U L  
H S A B A W A N N A W A K C A L E I R E A M R C H E O O T  
S O U T H E R N P A C I F I C A P N A I D A N A C W O L A



## SIGNALLING SYSTEMS.

### Part Three.. Train Order. continued.

Last month we saw how the normal pattern of regularly scheduled trains is operated by train order along a railroad. Such trains normally run strictly to their schedule as printed in the working timetable, with little or no assistance from the dispatcher. Only if things go wrong, and trains run late, will he interfere and change the established scheme of things- apart from informational orders issued to train crews to cover repair work, temporary slow orders and so on.

However, with any luck, traffic should increase and the day will eventually come when there is need for an EXTRA train. This may be of any type... a railfan excursion or a special for conventioners ..... an heavy flow of wheat in the harvest season.... or even, sad to say, the wrecker hurrying to an emergency. Now, the dispatcher begins to work for his pay. Actually there are two ways of handling such traffic..... the easier solution is to run the train as a SECTION of a regularly scheduled train. For example, suppose three hundred Edmontonians decided to go to Vancouver as a party. Conceivably they could be carried by attaching more cars to the westbound "Super", but this could cause considerable operating problems. For example the diner, parlor-lounge car and dome of the standard consist would be swamped by the extra travellers... also the extremely long train would raise severe operating problems at Jasper and particularly at Vancouver, with its relatively short platforms. So, a special train is made up, complete with lounge cars, diner(s) and perhaps a dome if there is a spare one in the yard. This train could be loaded an hour ahead of the scheduled departure of the "Super" ( saving congestion in the station) and leave Edmonton before the normal train even arrives. It would run as 'First No. 1' and the regular train would be known as 'Second No.1'. The two trains would proceed as a convoy, say thirty minutes apart all the way to the coast.

To enable this to be done in safety, the dispatcher would issue orders to all opposing trains something as follows...

"Engine No. 2900 will run as First No. 1, Edmonton to Jasper 30 ( thirty) minutes ahead of schedule"

When this order has been signed for by all other trains, it will be issued to the engineer and crew of our special , giving them authority to proceed. They can then run to Jasper just as if they were a regularly scheduled train, EXCEPT that they run 30 minutes ahead of the printed schedule for No. 1. This procedure can be repeated indefinitely - in recent years it has been regular practice in summer time for the CNR to run their passenger trains in up to three sections. These can , within reason, run at any interval.. even five or six hours apart, though normally they would run not more than about half an hour between trains. So far as I know, the record for multiple sections is held by the Santa Fe. Dubin reports, in his



magnificent book 'Some Classic Trains', that in 1929 the "Chief" ran from Chicago to Los Angeles in TWENTYONE sections. Wow, THAT would have been a sight to see !!!

There are some complications, for safety. All these sections are, technically, one train. Suppose No. 10 is coming east and is scheduled to meet No. 1 at Spruce Grove. He has to wait there for ALL the sections, and, if he is not reminded, he might let the first section go by, think of it as the regular train and pull out on to the single track to stage a cornfield meet with the next section. To remind the crews of opposing trains, therefore, GREEN FLAGS (or green lights by night) are carried on the front of all sections other than the LAST. Further, whenever a section meets another train, its enginser is required to blow a special whistle signal ( - - o o ) which the opposing train MUST repeat. ( If it is NOT repeated, the section is required to stop and find out why ). So long as all the sections run close together, this works quite well.... however it can easily happen that sections are several hours apart. Since it is obviously intolerable that all opposing trains should have to wait all that time until every section has passed, the dispatcher then would issue orders detailing meeting points so as to keep everything moving. He could, for example order No. 10 to meet First No.1 at Spruce Grove, Second No. 1 at Bissel and Third No. 1 at North Edmonton.

The same procedure applies to freight trains. A scheduled freight may be run in several sections.. in fact a freight train could be run as a section of a passenger ! This happened several years ago on the CNR after the old "Continental" was discontinued. You may remember that it was replaced, east of here, by a train ( No. 187 ? ) out of Saskatoon carrying sleepers. This provided a through connection from Ontario points and was used for much express and mail traffic. On arrival here, it was quite common for this express and mail to be forwarded west as a solid head end train as First No. 1, often running as much as six hours ahead of schedule.

So, to summarise, the use of 'sections' enables existing schedules to be used to expedite extra traffic or to increase the capacity of an advertised service. It is a simple method requiring only short unambiguous orders but does have an element of danger since opposing train crews can forget the presence of such a section.

The second method of handling additional traffic is to run it as an EXTRA, which has a special significance. ANY kind of train may be run as an extra, from the swankiest passenger to the humblest of drag freights. They are INFERIOR to all scheduled trains and have no rights of DIRECTION or CLASS... in fact they have no rights of any kind EXCEPT those given to them by the Dispatcher. The important thing to remember about the operation of extras is that they have NO schedule and therefore cannot run to timetable.



To take a very simple case, suppose Calder is slowly getting clogged with a collection of empty cars, loads of gravel and other such low priority shipments. Eventually a train load accumulates and the Dispatcher will issue an order.....

"Eng. 1801 run extra CALDER to JASPER"

All the train crew have to do is to get their train organised and head west! Since they are inferior to every other train on the road ( I assume for the moment that there are no other extras on the line) they are required to keep clear of all other scheduled operations. They must take siding in all cases, and in meeting passenger trains, they are required to be in the siding with the switches closed by the time the train they are meeting leaves the next scheduled point ahead. For example, if No. 10 is due to pass Stony Plain at 1200 and Spruce Grove at 1215, a westbound extra must be clear in the siding at Spruce Grove by 1200. On some railroads this leeway is reduced to a standard ten minutes. (Sorry, this applies to all scheduled trains, not just to passenger trains). So the crew of an extra have to calculate times pretty carefully as they will be in trouble if they delay scheduled trains... at the same time they have to get over the road too. In this simple case, however, they have no other problems.

When several extras are on the line at one time, complications multiply. Since they have no schedule, they are unaware of each others position or existence. Thus, the Dispatcher must tell them where to meet other extras or at least restrict their movements. For example, a way freight might be stopped in mid section to discharge several loads of ballast, while a following extra is rapidly catching it up. The Dispatcher might then tell this faster train.....

"Wait at Wolf Creek until 1225"

This holds the second train until this time and also gives the conductor of the first train a deadline for his work ( even if a scheduled train doesnt interrupt him.)

Since most work at intermediate sidings is done by extras ( the way freight is usually so difficult to predict that it works as an extra ) two rules are provided in the working instructions. The first we have already discussed.. this requires extras to clear ALL scheduled trains by a set period. The second requires ALL extra trains to enter yard limits prepared to stop if the track is obstructed. The way freight can thus block the main while switching since any non scheduled train must be prepared to find it there. Yard Limits are defined by boards placed by the track some distance on either side of the end switches at an intermediate yard, or are defined in the working timetable. They are known, in all event, to train crews.

Extra trains, and their safe operation, cause most of the complications in the rule book. As a result of bitter experience, these rules have been established to provide perfect safety..... but men are human and forget them or misinterpret them, usually with disastrous results. Also short cuts sometimes are very tempting ..... "and No. 27 always runs late, anyway".....



It might seem from the above that an extra train is a very difficult train to run as it has to keep out of the way of its superiors, it doesn't know where other extras are and so on. Well, it isn't quite that bad. It must be remembered that the Dispatcher has overriding control of ALL trains and he can give right by train order just as easily as he can take it away. For example, a heavy drag freight might be slogging westbound up a long steady gradient. An eastbound passenger is rapidly approaching and the engineer does not quite have enough time to get to the summit for the meet. Since the only other meeting place is ten miles down the hill, by the rules he is required to enter the siding there, wait perhaps forty minutes for the passenger to arrive, and then has the job of re-starting on the grade. As a result he takes perhaps another seventy minutes to reach the summit, a total of nearly two hours instead of perhaps fortyfive minutes if he had had a clear path. In turn, because of this delay, 16 hours may elapse before the crew reaches its terminal. In such a case a relief crew must be sent out. All this is a waste of time and money. In such a case, the dispatcher could order the passenger to meet the extra at the summit (and even, if he wants, to take the siding). Now this may waste ten minutes of the passenger's time, but the dispatcher perhaps knows (by experience) that the passenger can easily make this up, and more, across the rest of the division. A very common helping hand the dispatcher can offer to an extra is to order the downhill train to take siding so that the uphill (inferior) train does not have to stop or even to reduce speed to negotiate the switches.

The classic case of the expedited extra (that sounds like a good title for Perry Mason !!) is the wrecker. This unhappy train always runs as an extra and always runs with rights over ALL other trains (on its outbound run, at any rate).

Extra trains must therefore be distinguished from regular or scheduled trains, which carry no flags; and from sections, which carry green flags. The badge of the extra is WHITE flags or white lights at night.

A whole book could be written on the subject of train orders and their interpretation... in fact an excellent one has been written. This is PETER JOSSELANDS standard text "OPERATION BY TRAIN ORDER" (that may not be the exact title as I do not have one to hand as I write). This should be referred to for more details.

Before closing this instalment, it might be as well to comment on EMERGENCY signalling devices. All train crews carry FUSEES and flags. Fusees are 'fireworks' which burn with a bright red, yellow or green colour for five or ten minutes and are virtually impossible to put out once lit. They can be dropped from a slow moving train to protect their rear. A following train may not pass a burning fusee, thus giving a known time interval (and warning the second train that another is just ahead). They can also be used for signalling ahead if a train has stopped for an emergency. A bundle of flags is also carried and these can be used in emergency.

As railfans who usually watch passing trains, it should be remembered that the rules state that any object waved violently at a train should be assumed to be a danger signal.



